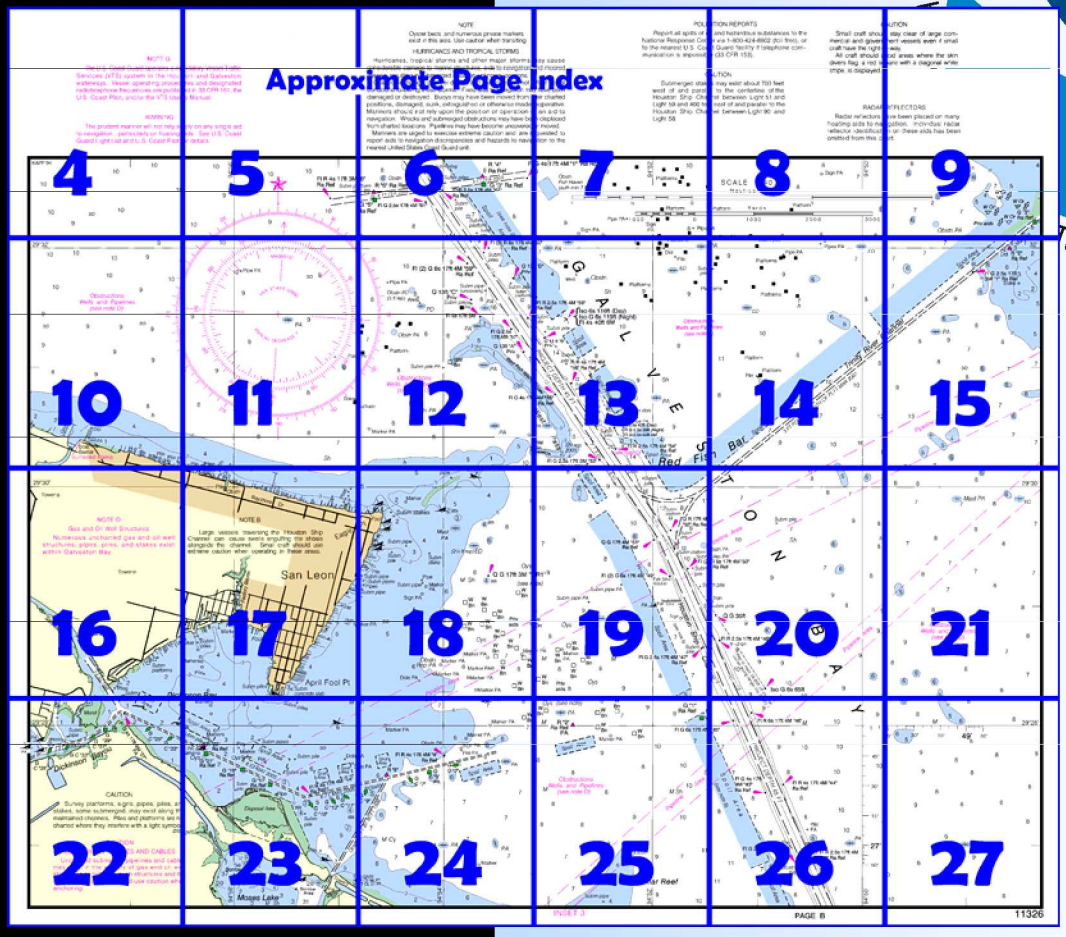
BookletChart™

Galveston Bay

(NOAA Chart 11326)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA — National Oceanic and Atmospheric Administration — Department of Commerce

Home Edition (not for sale)

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What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

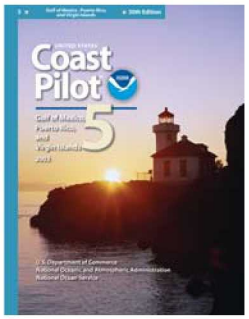
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 10 & 12 excerpts]

(244) **Texas City,** on the W side of Galveston Bay about 7 miles NW from Galveston, is a privately owned port of considerable commercial importance. It has extensive foreign and coastwise trade in petroleum, chemicals, fertilizer, and tin ore. Commodities handled through the port include shell, rice, wheat, flour, molasses, hides, synthetic rubber, naval stores, textiles, lumber, wood pulp paper products, petroleum products, steel products, salt, aluminum, zinc, copper, and tin ores, machinery, coal tar products, sulfuric acid, industrial chemicals, scrap iron, and fertilizer. A 23-foot storm levee has been constructed around the city.

(276) **Trinity Bay** is a large body of water NE of the upper part of Galveston Bay. Depths in the bay proper range from 5 to 9 feet. Extensive oil-drilling operations are in progress in the Red Fish Bar, Cedar Point, and Trinity Bay areas. Numerous oil well structures and derricks are visible to the E of the Houston Ship Channel. The derricks are moved as soon as wells are brought in or abandoned. Numerous pipes, piles, and abandoned oil wells which constitute a menace to navigation are in the N and W part of the bay between Trinity River and Umbrella Point.

(278) **Lake Anahuac** is separated from the N part of Trinity Bay by an earth dike which obstructs all navigation.

(284) **Trinity River** is one of the largest rivers in Texas and empties into the NE end of Trinity Bay. Entrance to the river is through Anahuac Channel and Browns Pass, and not through Trinity River Channel.

(310) **Clear Creek** empties into the W side of Galveston Bay 20 miles NW of Galveston; 2 miles above its mouth the creek broadens into shallow **Clear Lake,** 2.5 miles long. A dredged channel leads from Galveston Bay through Clear Creek and across Clear Lake, thence a natural channel leads for another 3.3 miles through Clear Creek to the railroad bridge at **League City.**

(313) **Seabrook,** a town on the N side at the entrance to Clear Creek, is headquarters for fishing and pleasure craft. **Kemah** is a town on the S side of the entrance to Clear Creek. Gasoline, diesel fuel, water, and provisions can be obtained on the waterfront at both towns.

(381) The waterway leaves the Bolivar cut and enters **Galveston Bay** at **Mile 349.3W.** The direct route bypasses Galveston and proceeds SW through the lower part of the bay. **Houston Ship Channel** is crossed at **Mile 350.2W.** The Coast Guard has requested vessels transiting the waterway make a **SECURITE** call on VHF-FM channel 13 prior to crossing Houston Ship Channel, particularly during periods of restricted visibility. Vessel Traffic Service Houston-Galveston recommends west bound tows avoid meeting east bound tows between Bolivar Peninsula Buoy 15 and Buoy 20 due to strong currents and shoaling at the entrance to Bolivar. The port of **Houston** is 43 miles to the NW. The channel to Texas City is crossed at **Mile 350.8W;** the port is 5 miles to the WNW.

(384) An alternate route of the waterway at **Mile 349.3W** swings S in **Bolivar Roads** then SW in Galveston Channel. The port of Galveston at **Mile 353.5W** is on the S side of **Galveston Channel.** The **Pelican Island** railroad-highway bridge over Galveston Channel at **Mile 356.0W** has a bascule span with a clearance of 12 feet.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

Mercator Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

NOTE C

CHANNEL TO LIBERTY

The controlling depth was a centerline depth of 1 foot from Anahuac to South Liberty Oil Field, thence 6 feet for a width of 50 feet to the cut-off channel, thence 6 feet for a width of 50 feet to Liberty.

Mar. 1994 - Feb. 2009

CAUTION

Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES.

NOTE E

The controlling depth in the approach to the Highway Ferry slip at Port Bolivar was 9 feet for a width of 200 feet.

Oct. 2007

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE F

Numerous submerged piles, pipes, stakes and obstructions are charted on the south side of Texas City Channel.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CEDAR BAYOU

The controlling depth was 3 ft for a mid-width of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°41'54"N, 94°54'54"W.

May 2009

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

NOTE I

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——●——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Houston Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE J

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE G

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

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The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

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The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, Texas.

Refer to charted regulation section numbers.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE K

The U.S. Coast Guard has established an alternate route for vessels transiting between the Intracoastal Waterway and the Houston Ship Channel. The alternate route, shown in green tint, is marked with aids to navigation from Bolivar Peninsula Buoy 20 to Houston Ship Channel Light 28. This route is intended to be one-way for vessels proceeding northbound from the Intracoastal Waterway to the Houston Ship Channel. The Alternate Route is not regularly maintained and has no associated project depth. Mariners should proceed with caution. Southbound traffic is requested to proceed south to Houston Ship Channel Buoy 26, then east to Bolivar Point. Houston Traffic requests that all vessels proceeding northbound in the alternate route conduct a securite broadcast of their intentions prior to entering into the Houston Ship Channel.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

36th Ed., Sep/08; Corrected through NM Sep 06/08, LNM Aug 26/08

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.828" northward and 0.731" westward to agree with this chart.

36th Ed., Sep/08; Corrected through NM Sep 06/08, LNM Aug 26/08

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

(knots)	Wind Description	Sea Conditions	(Beaufort)	Height (feet)
0-1	Calm	Sea smooth and mirror-like.	0	-
1-3	Light air	Scale-like ripples without foam crests.	1	¼
4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	½
7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
11-16	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests.	4	4
17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
28-33	Near gale	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind; spindrift begins.	7	14
34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Cc coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized — Obstn obstruction — PD position doubtful — Subm submerged
ED existence doubtful — PA position approximate — Rep reported

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

Joins page 10

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

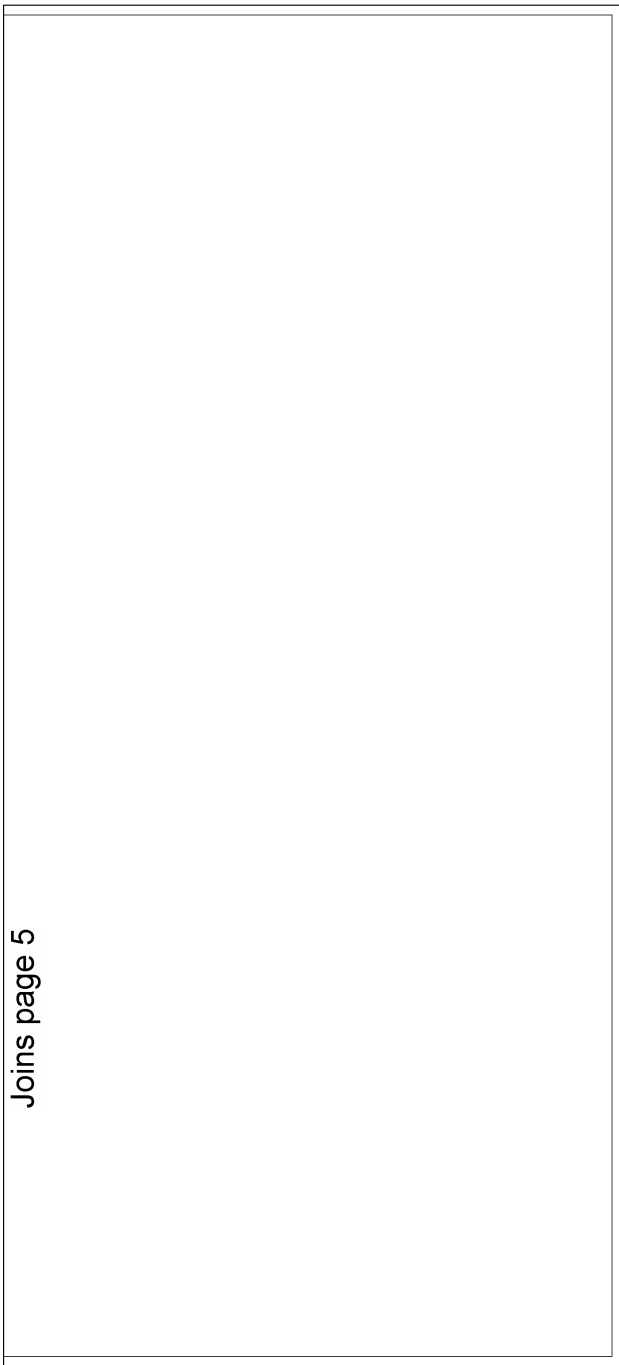
GALVESTON SOUTH JETTY TOWER

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

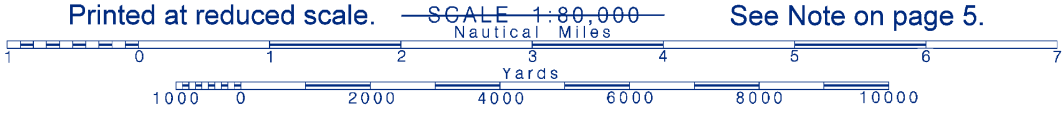
Joins page 5



TON SOUTH JETTY TOWER

Joins page 12

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.



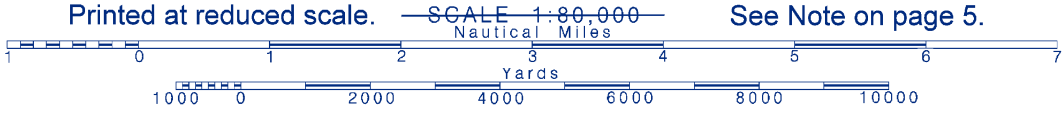
Joins page 8

Joins page 13

Joins page 7

Joins page 14

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.



Joins page 15

Covered wr unlighted buoy Joins page 4 or

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NOTE

Oyster beds and numerous private markers exist in this area. Use caution when transiting.

PAGE D

POL

Report all spills of
National Response Ce
to the nearest U.S. Co
munication is impossi

HURRICANES AND TROPICAL STORMS

NOT

The U.S. Coast Guard oper
Services (VTS) system in t
waterways. Vessel operating
radiotelephone frequencies ar
U.S. Coast Pilot, and/or the

WAR

The prudent mariner will n
to navigation, particularly on
Guard Light List and U.S. Co

KAPP 95

KAPP 94

Clear Lake

(use inset)

Todville

Seabrook

Mud Lake

Taylor Lake

Cooling System Canal

Spire

FIXED BRIDGE

Bay Clear Creek

TANK

95°05'

29°32'

29°30'

29°25'

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in those areas.

INSET 2
PAGE B

League City

OVHD PWR CAB
AUTH CL 38 FT

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE I

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: ——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 80 feet. All articulated aids are labelled "Art".

NOTE J

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward f Carrabelle, Florida to Brownsville, Texas, aids with ye

Joins page 16

Bacliff
Surfaced Ramp
Bayview
TANK
Radio Tower
Tower
Boat Barrier
San Leon Station
San Leon Rd
Dickinson
Ramp
Dickinson Bayou
OVHD PWR CABS
AUTH CL 42 FT
FIXED BRIDGE
HOR CL 66 FT
VERT CL 12 FT
OVHD PWR CAB
AUTH CL 85 FT
FIXED BRIDGE
HOR CL 30 FT
VERT CL 12 FT
OVHD CABS
FIXED BRIDGES
HOR CL 58 FT
VERT CL 45 FT
OVHD PWR AND T CABS
AUTH CL 55 FT
Pipeline Area
2 FT JUN 2008
Reservoir
Moses Bayou
Moses Lake
Pipeline Area
MAGNETIC
Salt Bayou
Boat Barrier
Surfaced Ramp
Radio Tower
Tower
Obstructions
Gas and Oil Well Structures
(see note)

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well tures, pipes, piles and stakes can exist the limits of this chart.

INSET 3
PAGE B

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

OLLUTION REPORTS

of oil and hazardous substances to the Center via 1-800-424-8802 (toll free), or Coast Guard facility if telephone com-

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

PAGE D

Formerly 152-SC, 1st Edition, 1964

JOINS PAGE A

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOT

Navigation regulations ar Coast Pilot 5 . Additions or re lished in the Notice to Marine regulations may be obtained a 8th Coast Guard District in Ne of the District Engineer, Corp Texas.

Refer to charted regulati

The prudent mariner w to navigation, particularly Guard Light List and U.S.

Joins page 12

Joins page 17

TON SOUTH JETTY TOWER

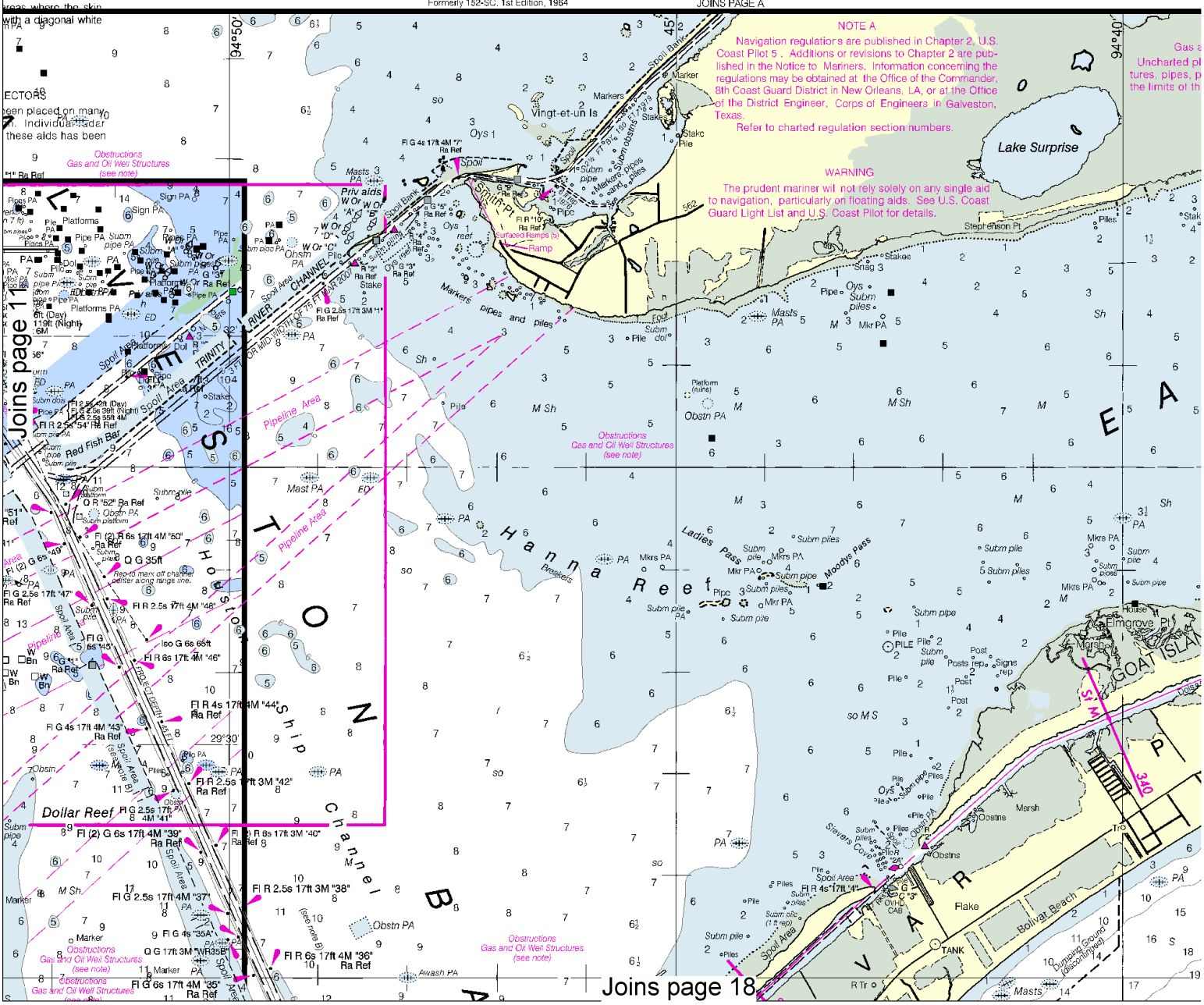
Joins page 6

ON
clear of large com-
vessels even if small
reas where the skin
with a diagonal white

PAGE D

Formerly 152-SC, 1st Edition, 1964

JOINS PAGE A

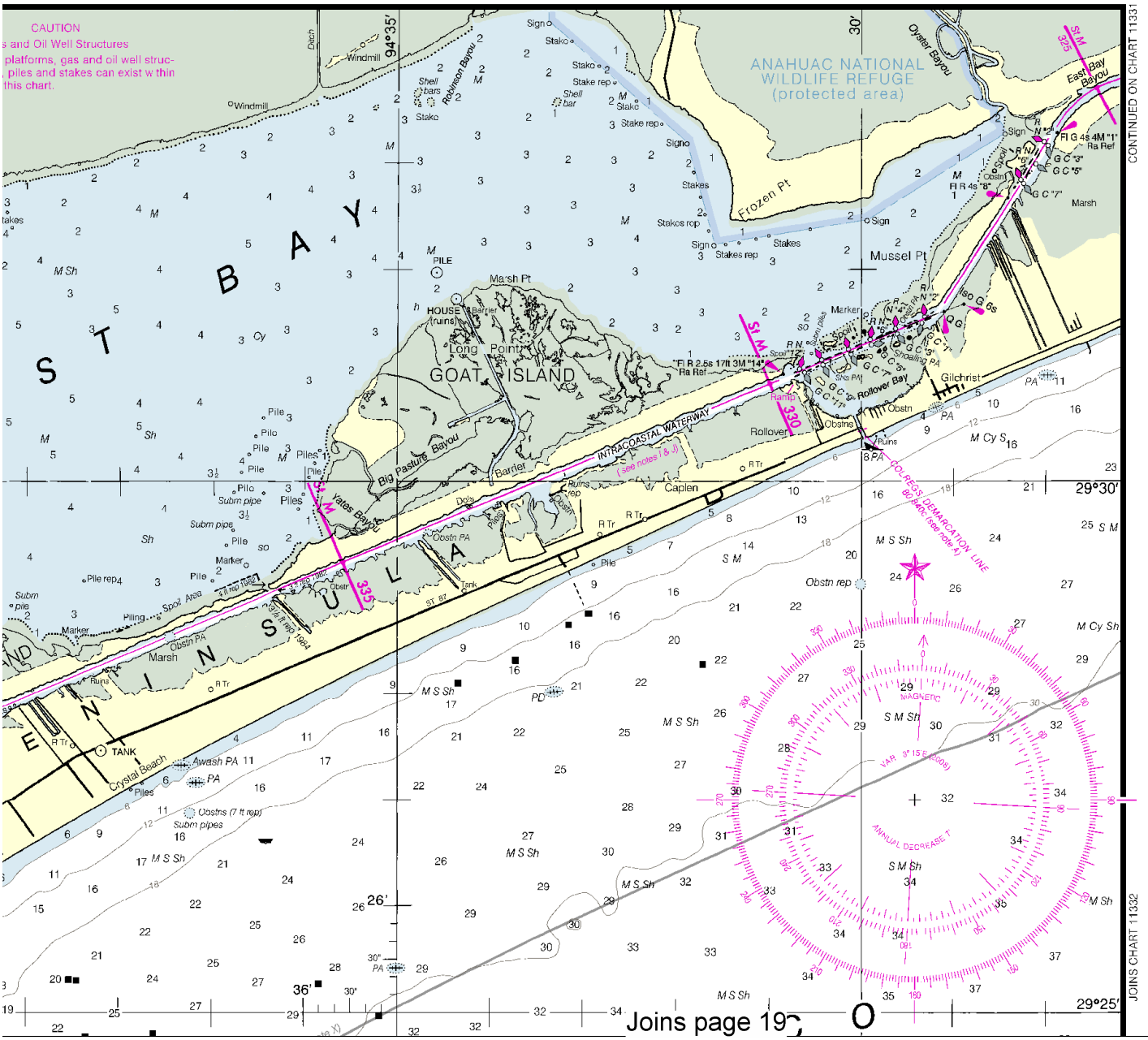


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

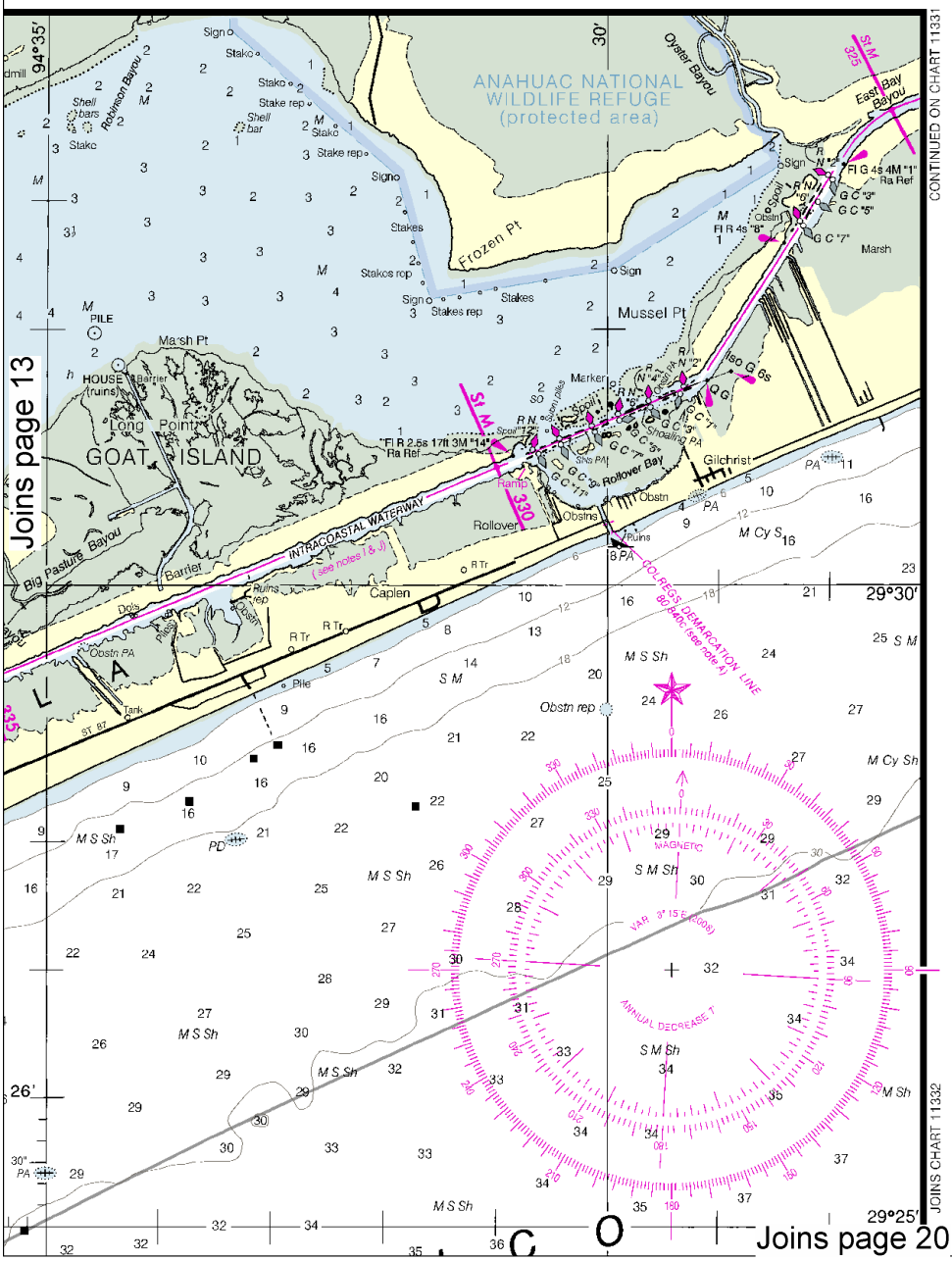
Joins page 7



Joins page 19

Joins page 14

Joins page 8



Joins page 13

Joins page 20

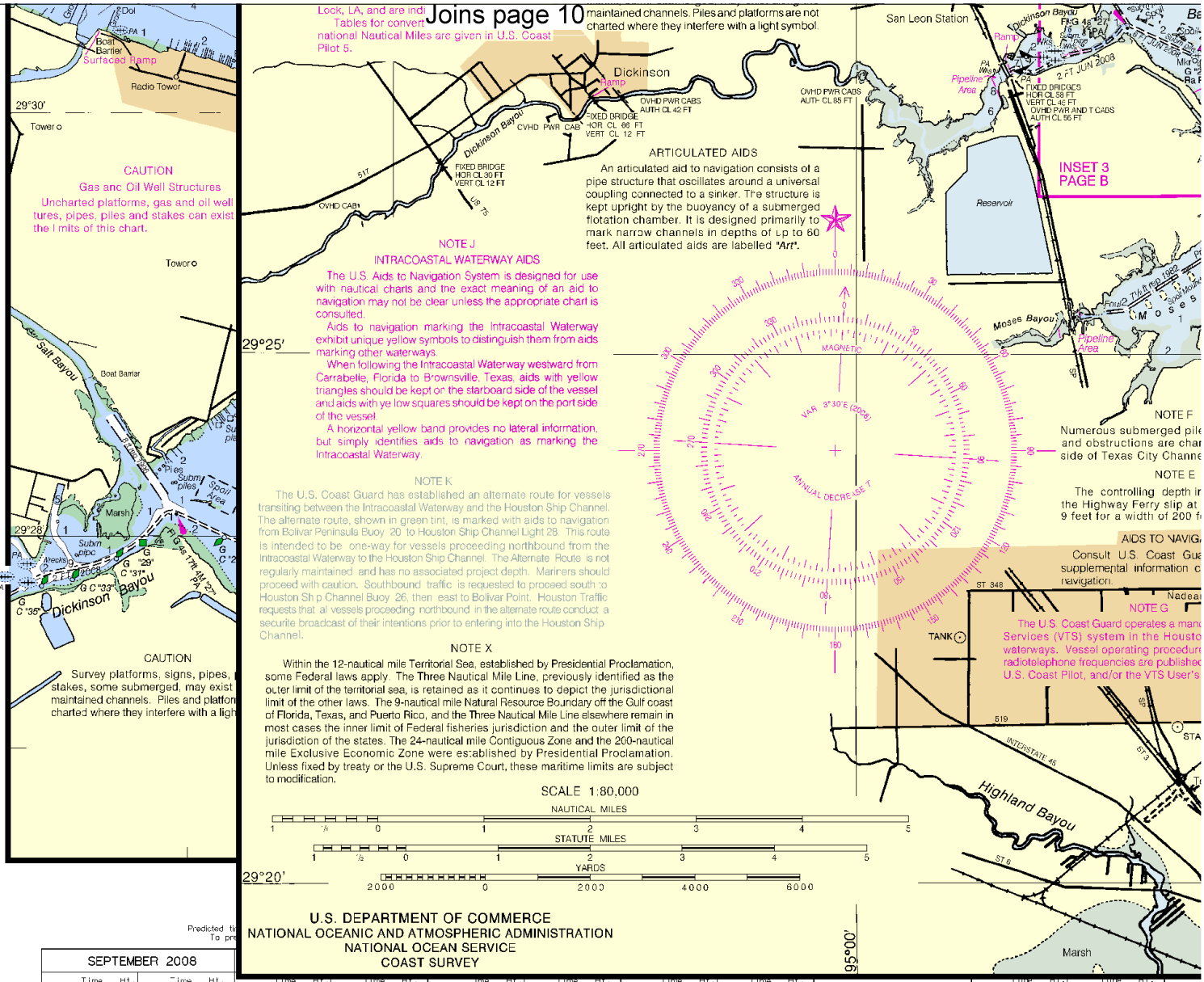
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 9

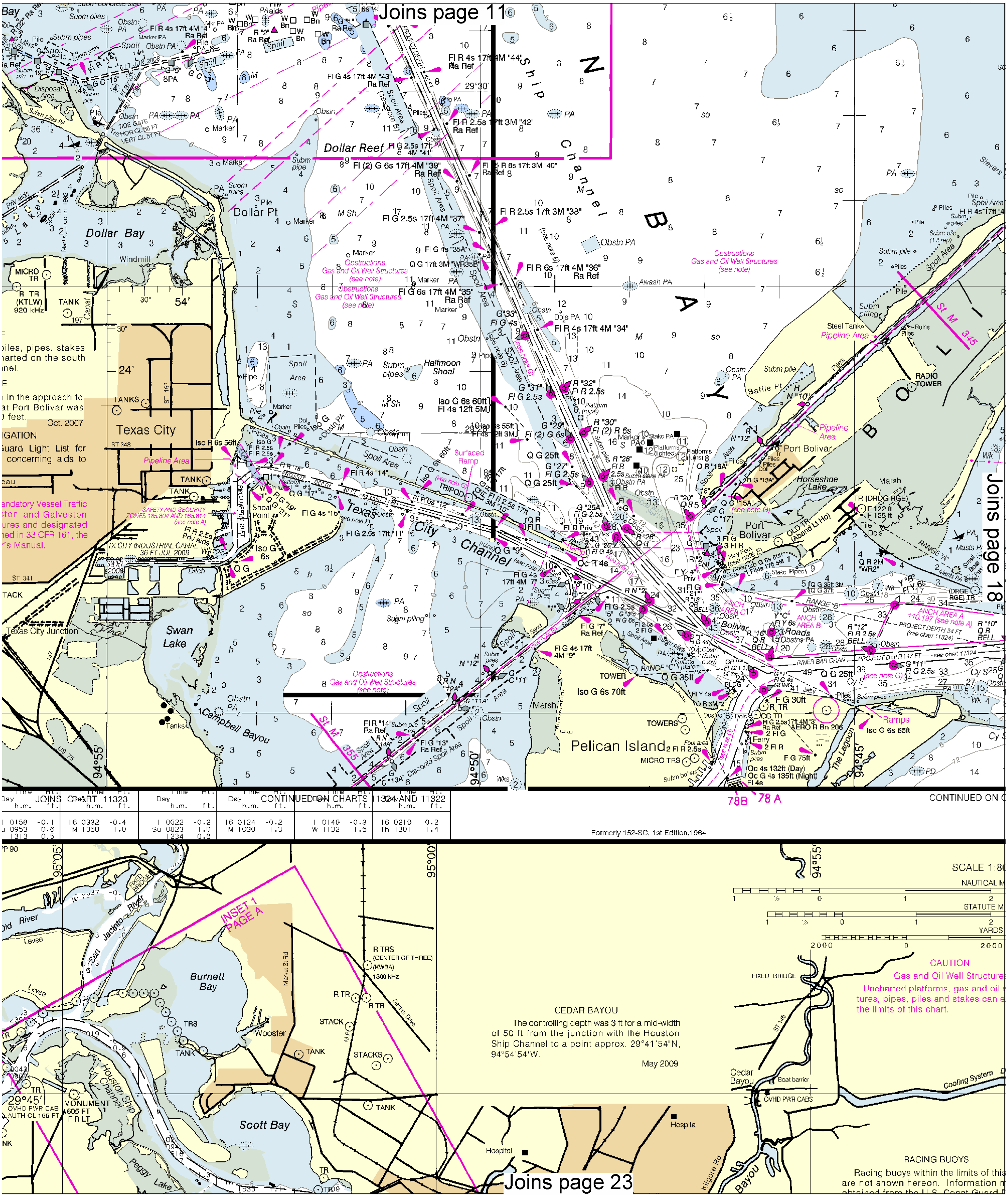
Joins page 21

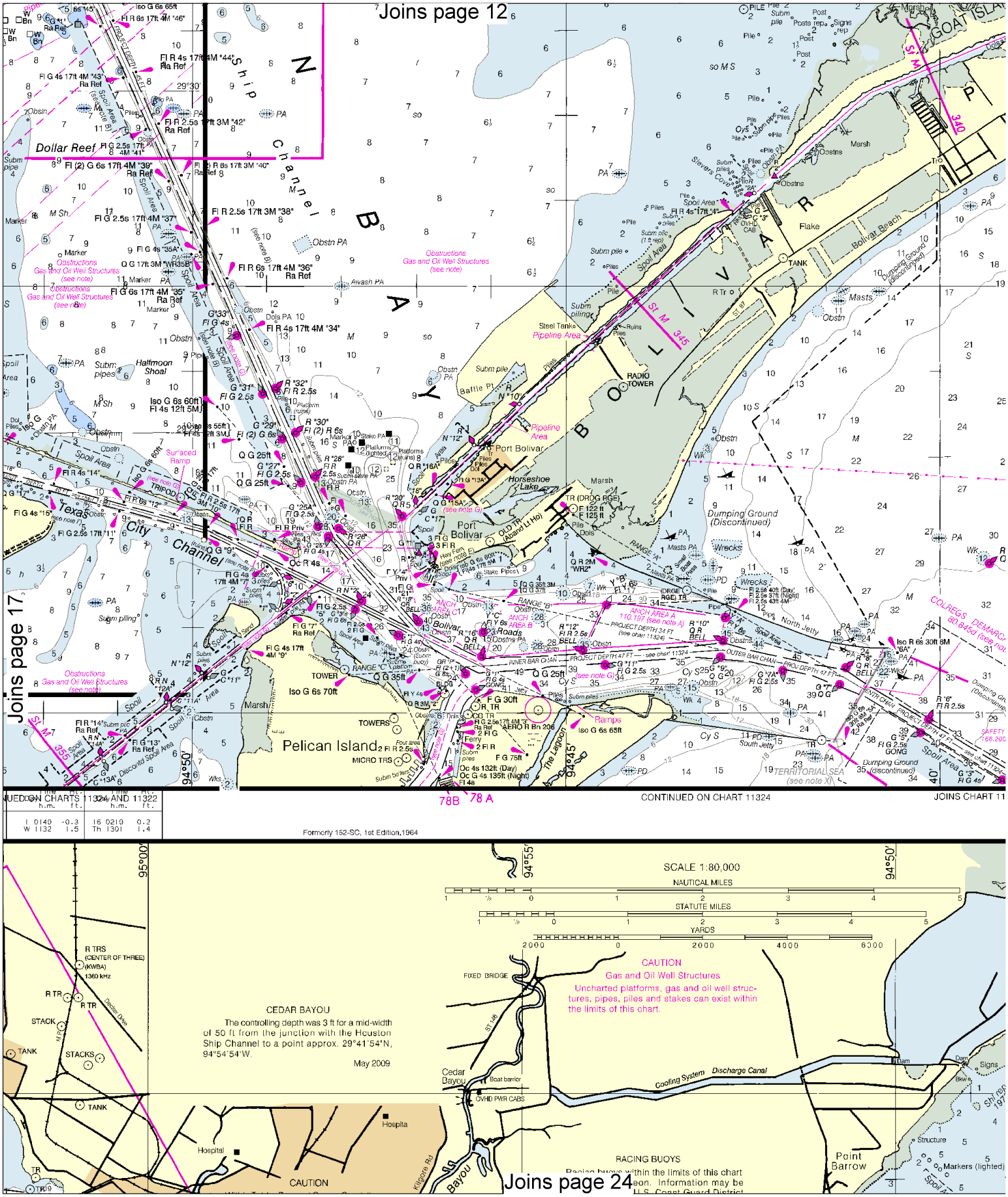


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles

Yards

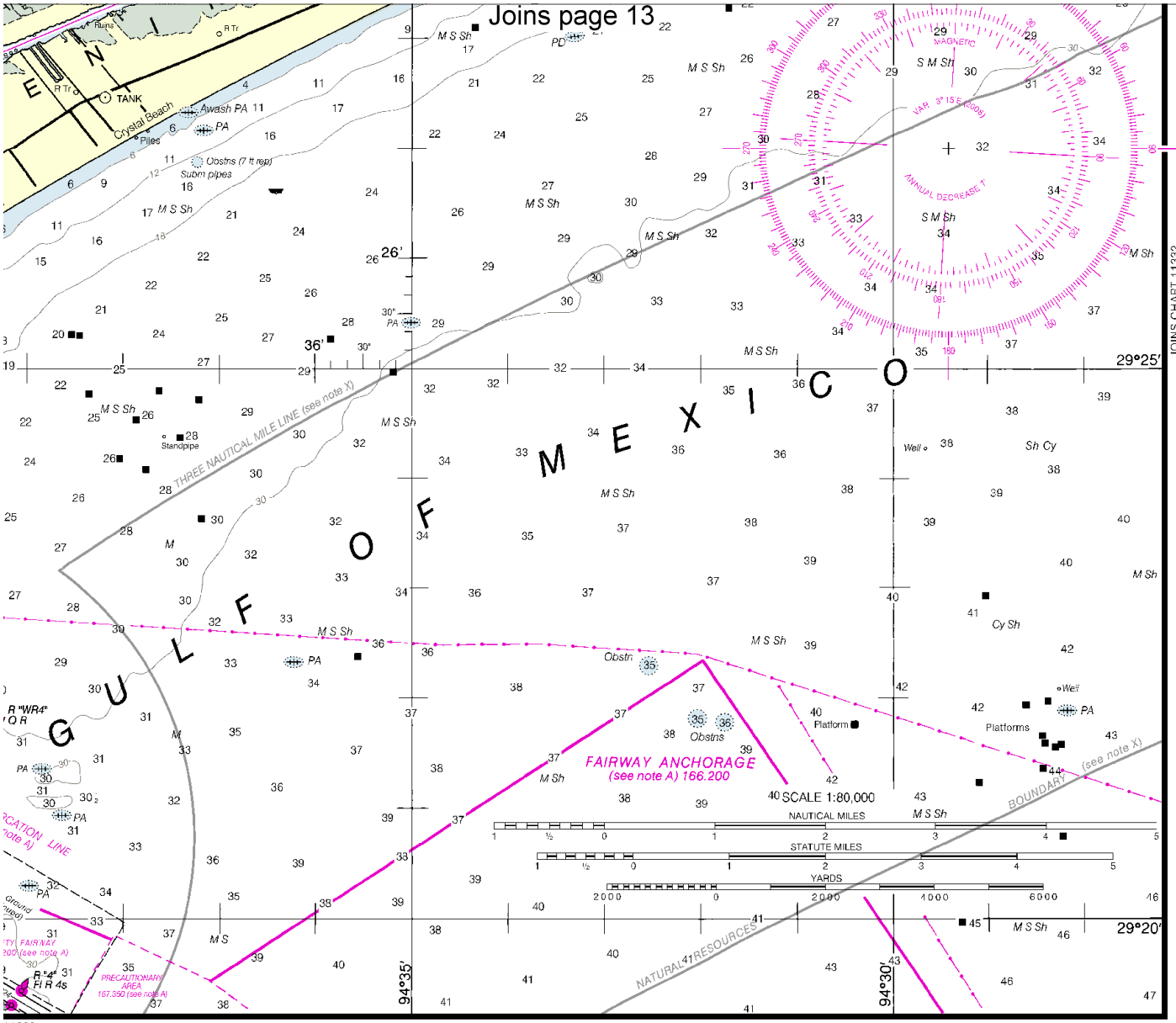

Joins page 11
Joins page 18
Joins page 23
Dollar Bay
Dollar Pt
Dollar Reef
Texas City
Texas City Channel
Swan Lake
Campbell Bayou
Texas City Junction
Halfmoon Shoal
Pelican Island
Port Bolivar
Horseshoe Lake
BOLIVAR
Ship Channel
Bolivar Roads
Obstructions
Gas and Oil Well Structures
(see note)
JOINS CHART 11323
CONTINUED ON CHARTS 11324 AND 11322
CONTINUED ON C
Formerly 152-SC, 1st Edition,1964
Burnett Bay
Scott Bay
Houston Ship Channel
San Jacinto River
INSET 1
PAGE A
CEDAR BAYOU
The controlling depth was 3 ft for a mid-width of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°41'54"N, 94°54'54'W.
May 2009
CAUTION
Gas and Oil Well Structure
RACING BUOYS
Cedar Bayou
Cooling System
Peggy Lake

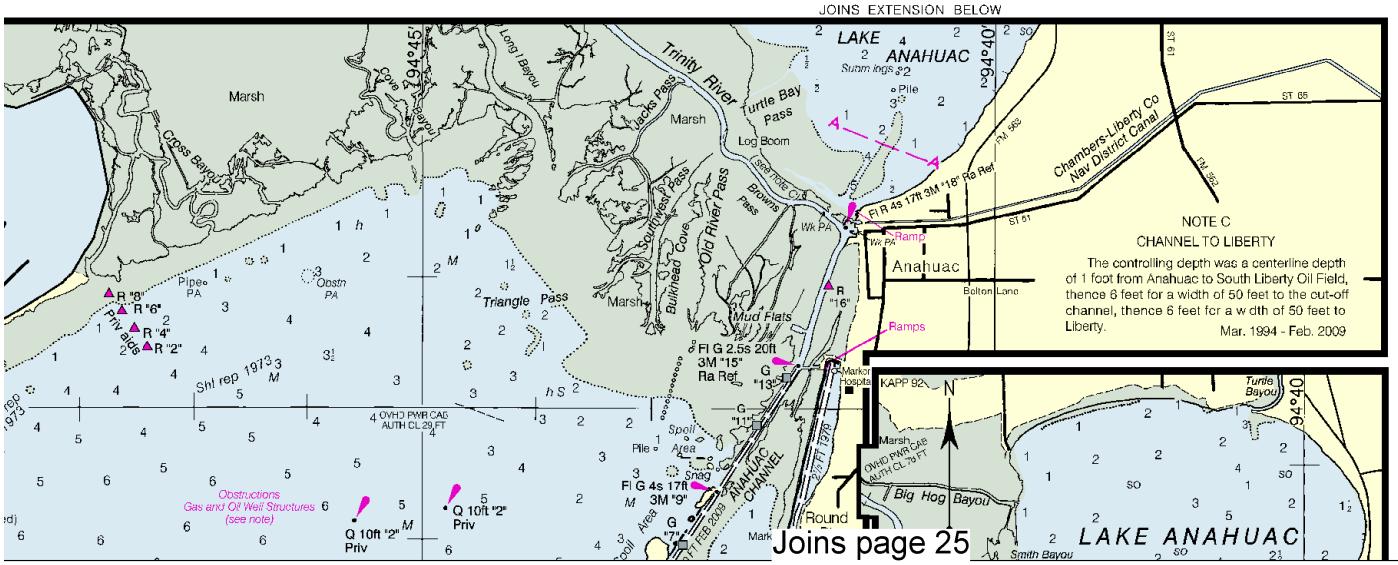


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

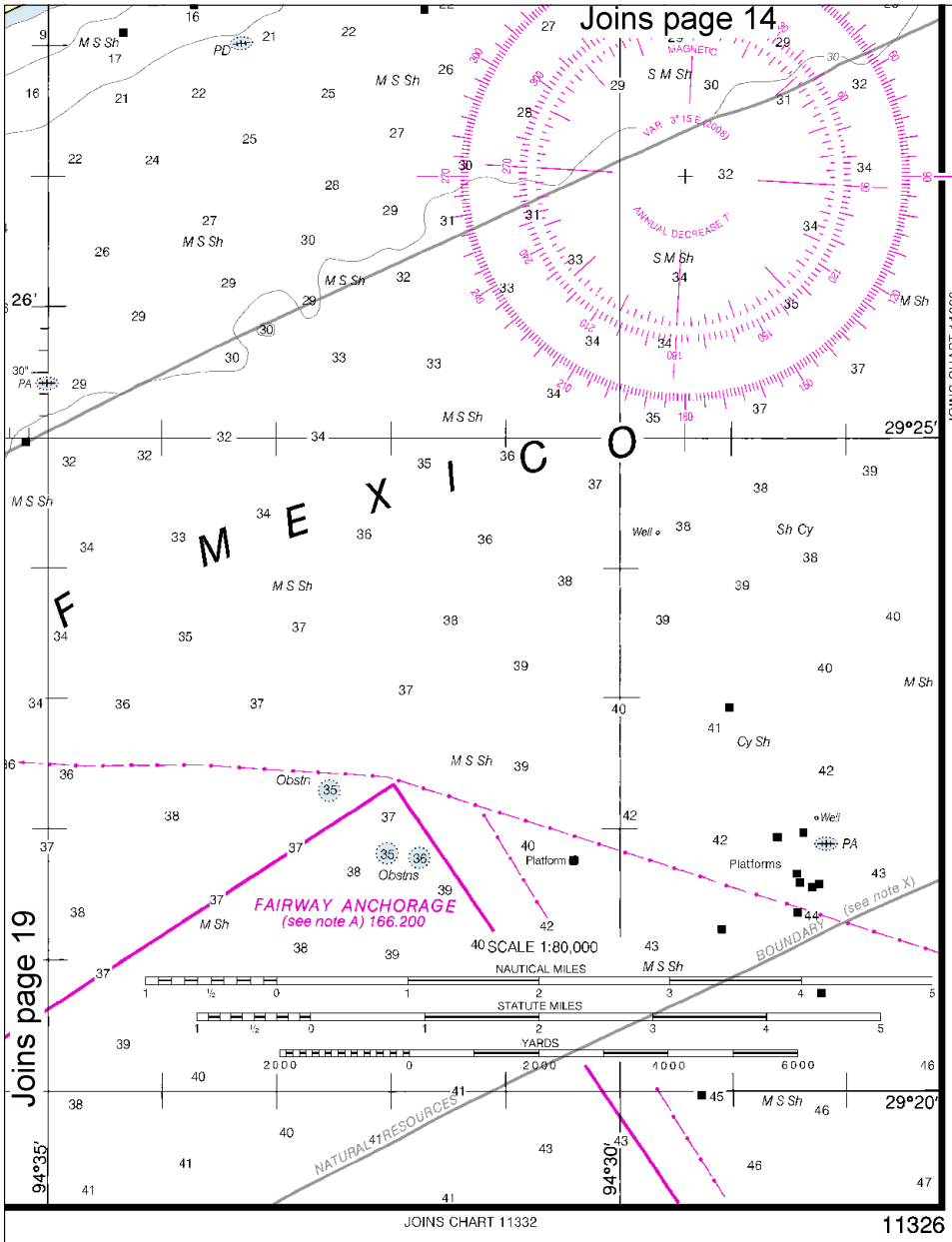
Nautical Miles
1 0 1 2 3 4 5 6 7

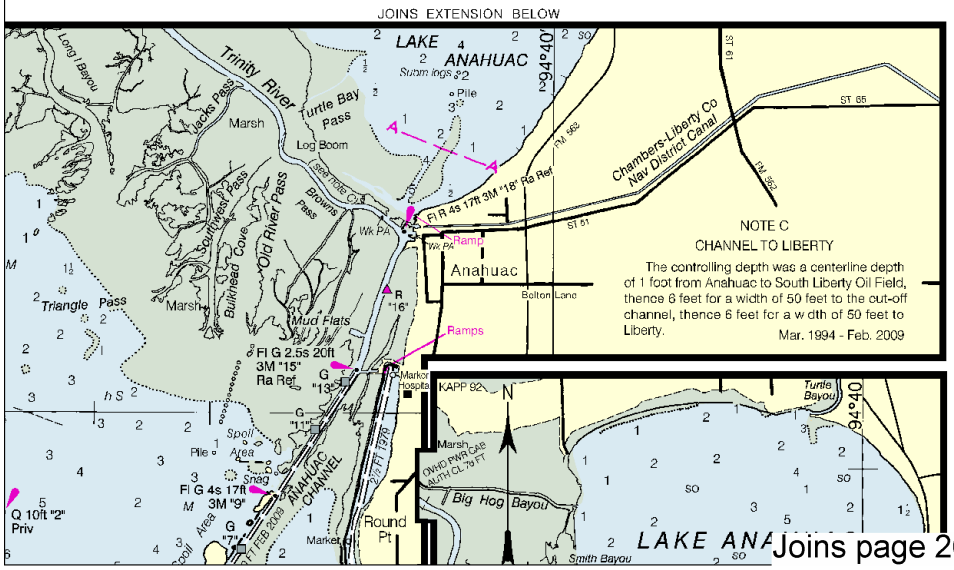
Yards
1000 0 2000 4000 6000 8000 10000





Joins page 20





Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 15

Joins page 27

Joins page 16

3	0527	1.4	18	0409	1.6
W	1226	0.4	Th	1140	0.2
	2005	1.4		1952	1.8
4	0037	1.3	19	0008	1.5
Th	0522	1.4	F	0359	1.7
	1308	0.3		1231	0.0
	2143	1.5		2125	1.8
5	0113	1.3	20	0053	1.7
F	0416	1.4	Sa	0342	1.8
	1357	0.2		1330	0.0
				2318	1.9
6	0210	1.6	21	0138	1.8
Sa	1453	0.2	Su	0312	1.9
				1439	0.0
7	0241	1.6	22	0140	1.9
Su	1556	0.2	M	1557	0.0
8	0318	1.7	23	0219	1.9
M	1701	0.2	Tu	1717	0.1
9	0348	1.7	24	0239	1.8
Tu	1801	0.2	W	1829	0.2
10	0356	1.7	25	0253	1.8
W	1851	0.2	Th	0809	1.5
				1130	1.6
				1931	0.3
11	0350	1.6	26	0305	1.7
Th	1933	0.2	F	0825	1.3
12	0349	1.6	27	0316	1.6
F	0837	1.4	Sa	0853	1.1
	1214	1.5		1426	1.7
	2011	0.3		2112	0.7
13	0353	1.6	28	0326	1.6
Sa	0841	1.3	Su	0924	0.9
	1333	1.5		1539	1.7
	2047	0.4		2154	0.9
14	0359	1.5	29	0335	1.6
Su	0905	1.1	M	0955	0.7
	1447	1.6		1646	1.7
	2123	0.6		2235	1.2
15	0405	1.5	30	0342	1.6
M	0937	0.9	Tu	1027	0.5
	1559	1.6		1749	1.8
	2201	0.8		2314	1.4

MAY 2009

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0246	0.0	16	0212	0.3
F	1140	1.5	Sa	1117	1.4
2	0406	0.2	17	0306	0.5
Sa	1212	1.4	Su	1136	1.3
	1838	1.1		1929	0.9
	2224	1.2		2225	1.0
3	0531	0.5	18	0410	0.7
Su	1233	1.4	M	1148	1.3
	1901	0.8		1851	0.7
4	0029	1.3	19	0032	1.1
M	0652	0.7	Tu	0530	0.9
	1250	1.3		1154	1.2
	1931	0.5		1851	0.5
5	0203	1.4	20	0156	1.3
Tu	0806	0.9	W	0659	1.0
	1304	1.3		1155	1.2
	2002	0.3		1910	0.2
6	0318	1.6	21	0259	1.5
W	0913	1.1	Th	0825	1.2
	1315	1.3		1150	1.3
	2033	0.0		1939	-0.1
7	0418	1.7	22	0353	1.7
Th	1017	1.2	F	2015	-0.3
	1323	1.3			
	2104	-0.1			
8	0509	1.7	23	0443	1.8
F	1122	1.3	Sa	2057	-0.5
	1322	1.4			
	2134	-0.2			
9	0554	1.8	24	0534	1.9
Sa	2206	-0.2	Su	2143	-0.6
10	0637	1.7	25	0627	1.9
Su	2240	-0.2	M	2233	-0.6
11	0721	1.7	26	0722	1.8
M	2316	-0.1	Tu	2326	-0.6
12	0809	1.6	27	0818	1.7
Tu	2355	0.0	W		
13	0903	1.5	28	0023	-0.4
W			Th	0910	1.6
14	0038	0.1	29	0122	-0.1
Th	1000	1.5	F	0953	1.5
15	0123	0.2	30	0227	0.2
F	1047	1.4	Sa	1025	1.4
				1712	0.9
				2110	1.0
			31	0341	0.5
			Su	1049	1.3
				1751	0.6
				2337	1.1

CAUTION
Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES.

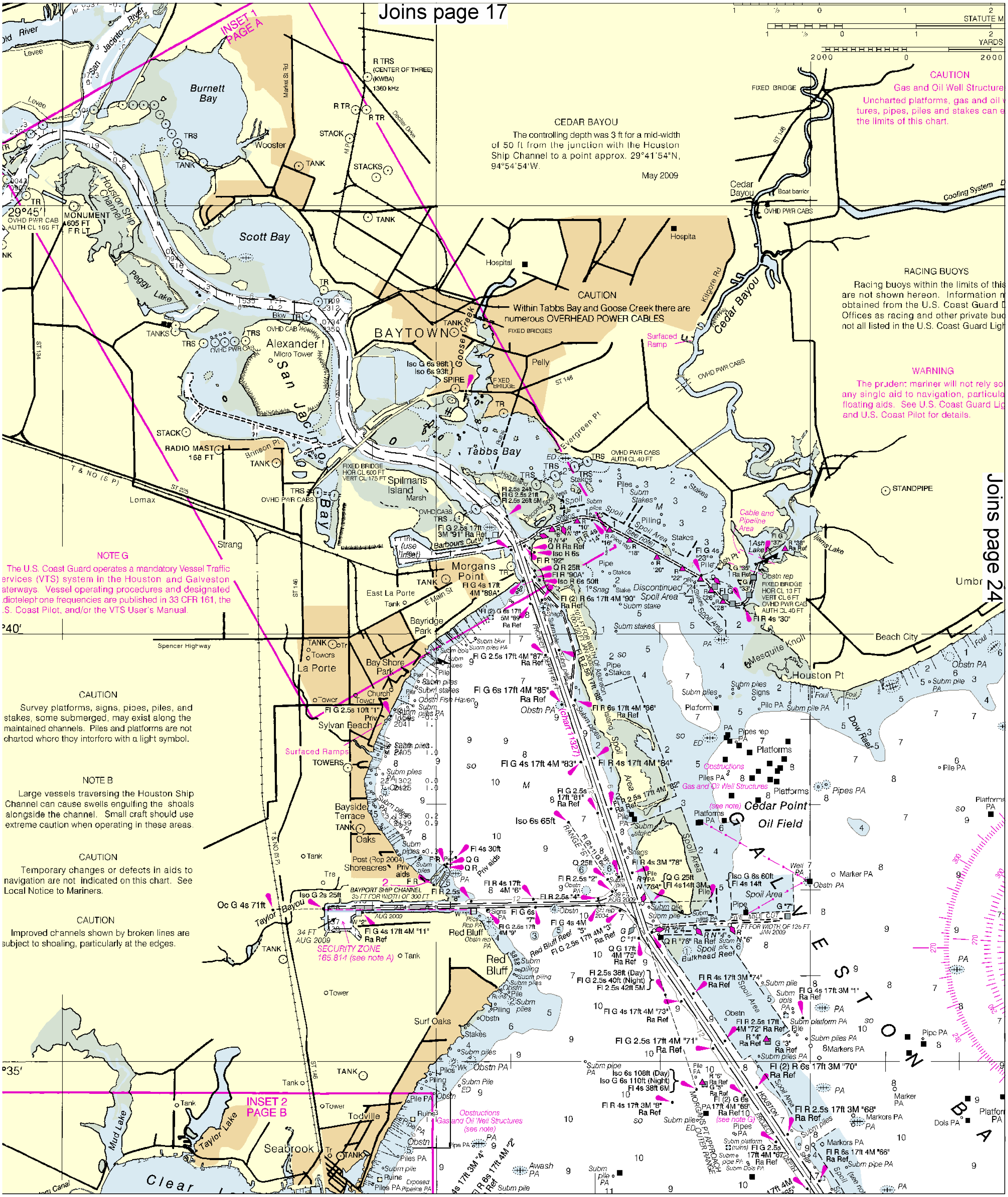
SCALE 1:40,000
Nautical Miles

CONTINUED ON CHART 11329

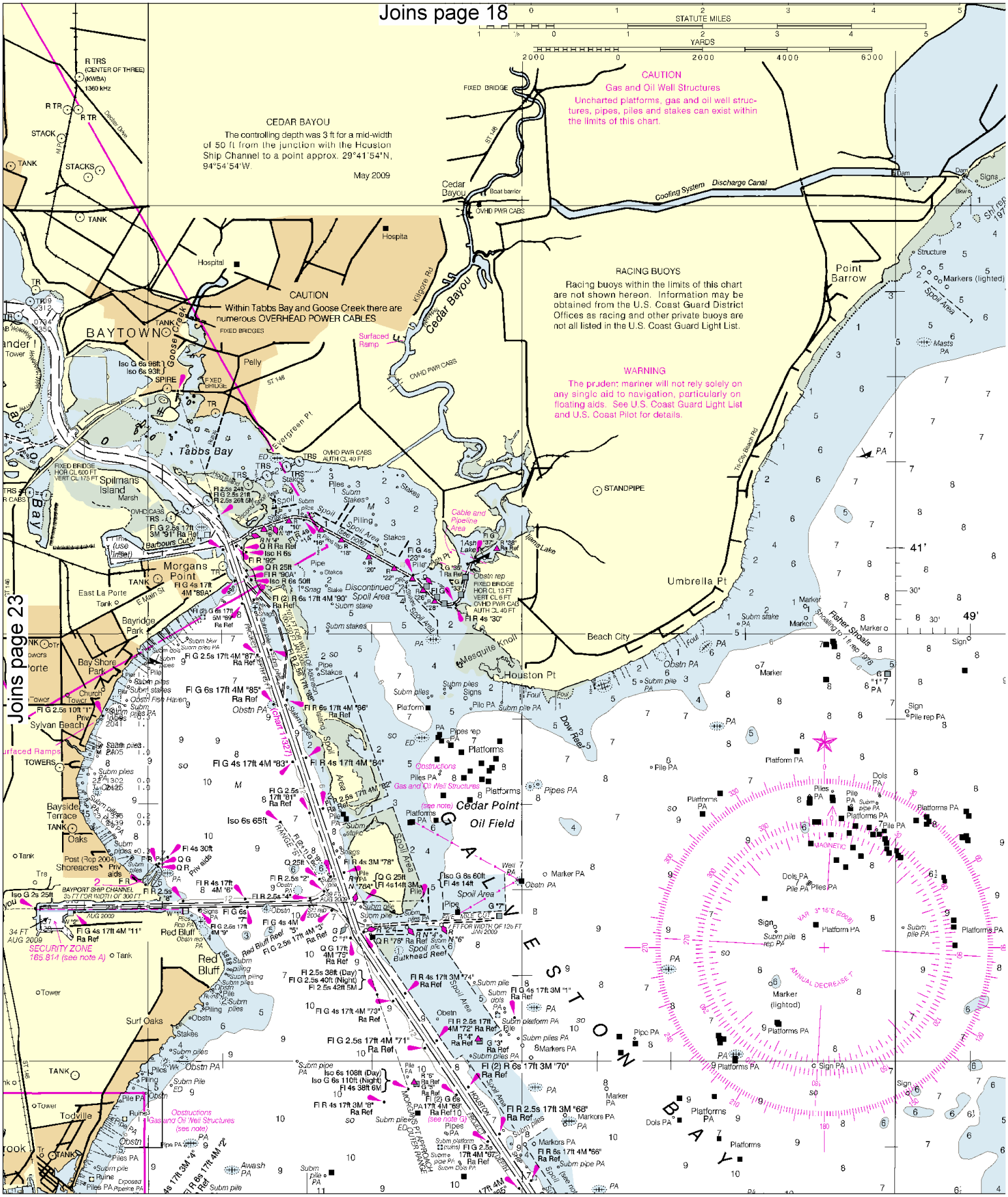
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

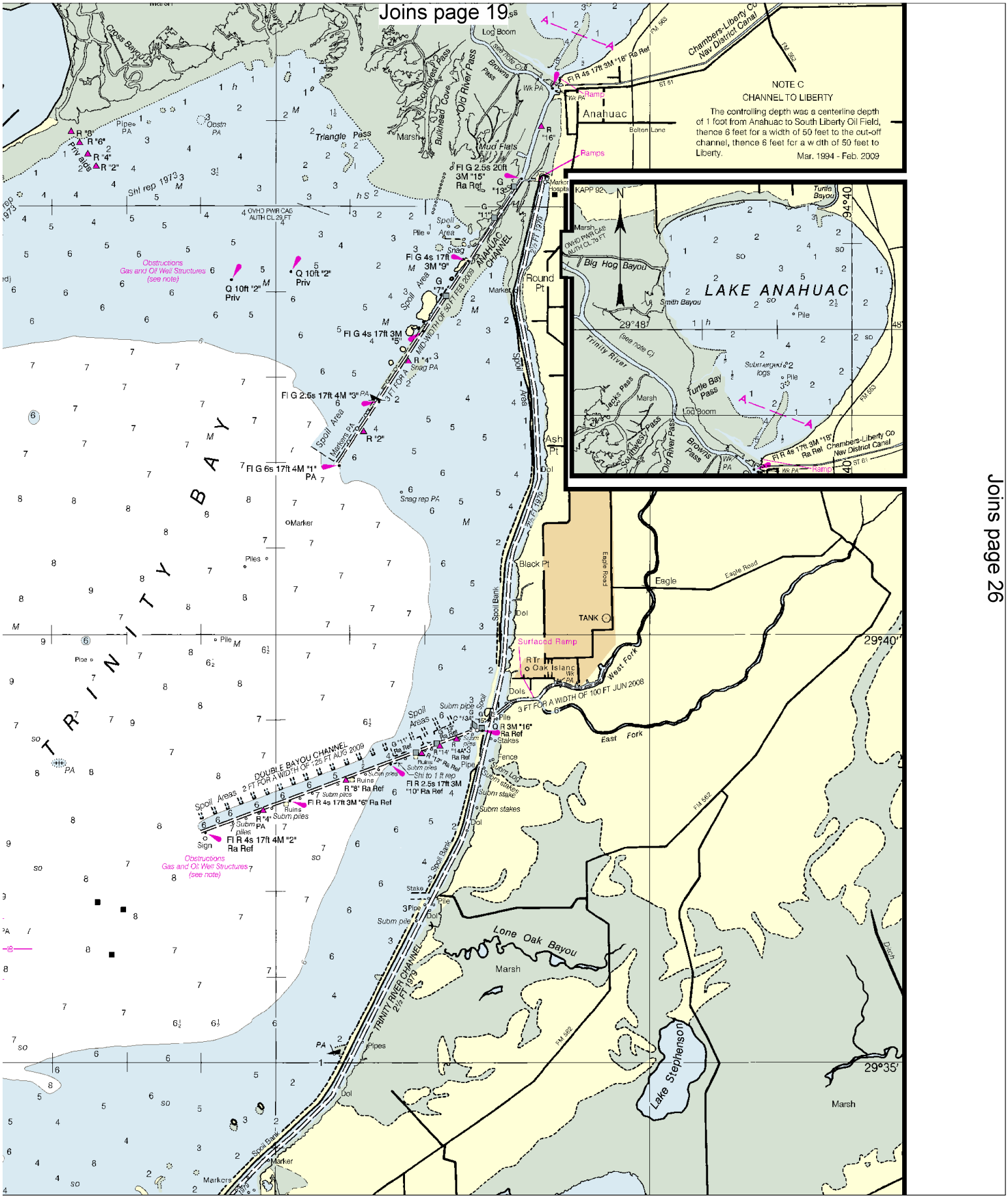
Nautical Miles
1 0 1 2 3 4 5 6 7

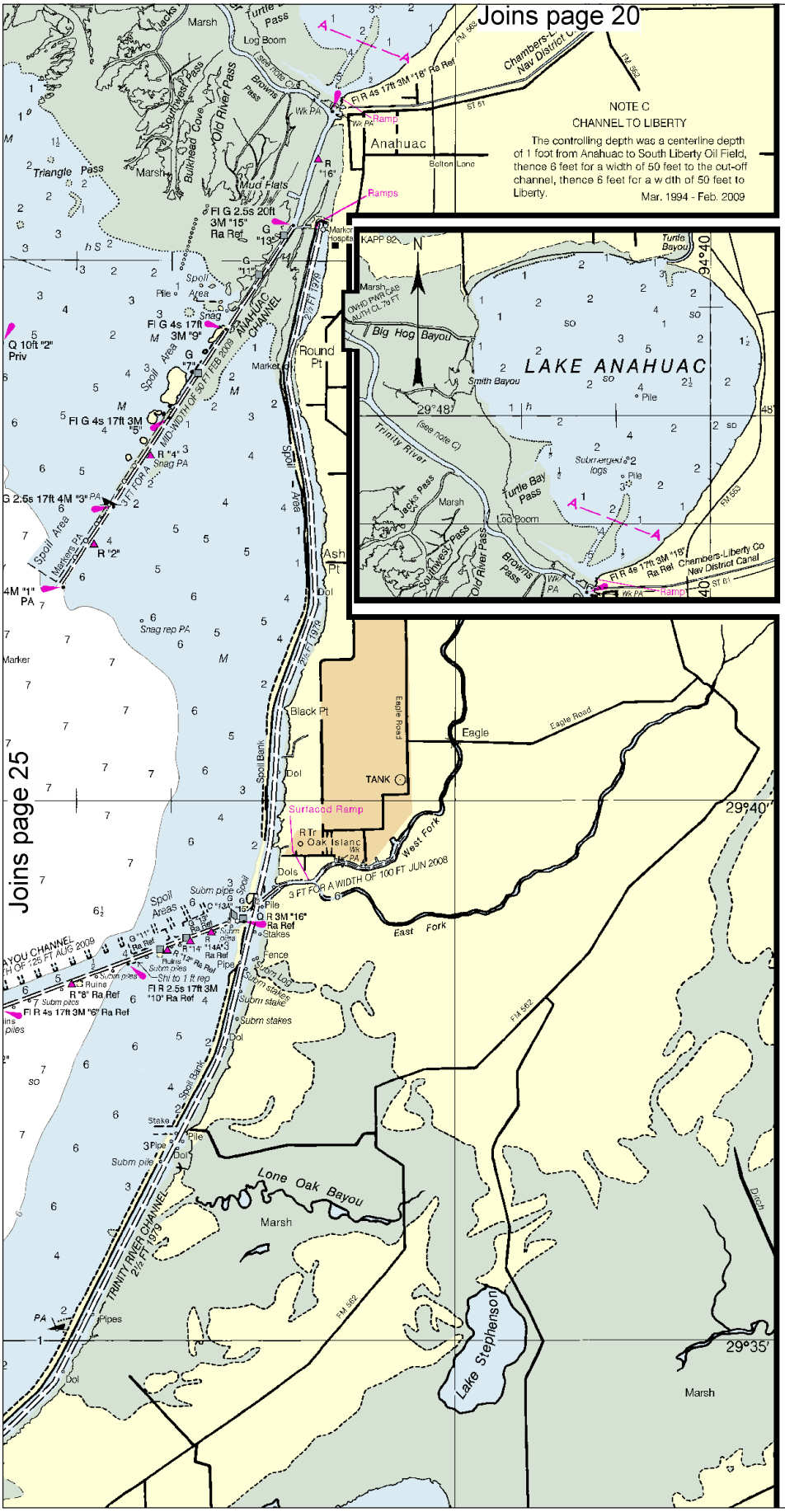
Yards
1000 0 2000 4000 6000 8000 10000



Joins page 17
Joins page 24
INSET 1 PAGE A
INSET 2 PAGE B
STATUTE MILES
YARDS
CEDAR BAYOU
The controlling depth was 3 ft for a mid-width of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°41'54"N, 94°54'54"W.
May 2009
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil wells, structures, pipes, piles and stakes can exist within the limits of this chart.
CAUTION
Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
NOTE G
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston and Galveston waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.
CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.
NOTE B
Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
SECURITY ZONE
165.814 (see note A)
BAYPORT SHIP CHANNEL
Burnett Bay
Scott Bay
Houston Ship Channel
San Jacinto River
BAYTOWN
Goose Creek
Tabbs Bay
Alexander Island
San Jacinto Bay
Spilmans Island
Morgans Point
Cedar Bayou
Evergreen Pt
Houston Pt
Mesquite Knoll
Beach City
Cedar Point Oil Field
GALVESTON BAY
La Porte
Bay Shore Park
Sylvan Beach
Bayridge Park
Bayside Terrace
Shoreacres
Red Bluff
Surf Oaks
Todville
Seabrook
Clear Lake
Taylor Lake
Mud Lake
Lomax
Strang
East La Porte
Pelly
Wooster
29°45'
40'
35'


Joins page 18
Joins page 23
CEDAR BAYOU
The controlling depth was 3 ft for a mid-width of 50 ft from the junction with the Houston Ship Channel to a point approx. 29°41'54"N, 94°54'54"W.
May 2009
CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.
CAUTION
Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
Cedar Bayou
Tabbs Bay
Goose Creek
BAYTOWN
Spillmans Island
Morgans Point
Barbours Cut
Bayridge Park
Bay Shore Park
Sylvan Beach
Bayside Terrace
Oaks
Shoreacres
Red Bluff
Surf Oaks
Todville
Point Barrow
Umbrella Pt
Houston Pt
Beach City
Mesquite Knoll
Dow Reef
Fisher Shoals
Cedar Point Oil Field
GALVESTON BAY
Discontinued Spoil Area
Bulkhead Reef
Red Bluff Reef
Cooling System Discharge Canal
Boat barrier
Surfaced Ramp
Cable and Pipeline Area
Gas and Oil Well Structures (see note)
SECURITY ZONE 165.811 (see note A)
BAYPORT SHIP CHANNEL
Joins page 23
Printed at reduced scale.
SCALE 1:80,000
See Note on page 5.
Nautical Miles
Yards
24


Joins page 19
Joins page 26
NOTE C
CHANNEL TO LIBERTY
The controlling depth was a centerline depth of 1 foot from Anahuac to South Liberty Oil Field, thence 6 feet for a width of 50 feet to the cut-off channel, thence 6 feet for a w dth of 50 feet to Liberty.
Mar. 1994 - Feb. 2009
LAKE ANAHUAC
TRINITY BAY
ANAHUAC CHANNEL
DOUBLE BAYOU CHANNEL
TRINITY RIVER CHANNEL
Anahuac
Eagle
Black Pt
Round Pt
Ash Pt
Lone Oak Bayou
Lake Stephenson
Big Hog Bayou
Turtle Bay Pass
Jacks Pass
Browns Pass
Southwest Pass
Old River Pass
Log Boom
Surfaced Ramp
29°40'
29°35'
29°48'



Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Station Galveston – 409-766-5633
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.